GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1546
ANSWERED ON:27.02.2003
REPLACEMENT OF OLD TRACK
BASUDEB ACHARIA

Will the Minister of RAILWAYS be pleased to state:

(a) the length and percentage of railway track which are unfit for running fast trains;

(b) the concrete steps taken for the replacement over-aged tracks and amount incurred so far thereon; and

(c) the number of machines needed for testing tracks to minimise the railway accidents ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) Railway tracks are categorised in accordance with speed potential and annual traffic. The present classification and the track length in each category on Broad Gauge is given below.

Route	Speed potential (in kmph)	Track Length (in Km)
A	Upto 160	13816
B	Upto 130	15297
C	Sub urban	1319
D Spl	Upto 100	4641
D	Upto 100	11719
E Spl	Upto 75	2128
E	Upto 75	13242
Total		62162

Track structure is accordingly provided in each category. Actual train speed, however, depends upon various factors e.g. System of Signaling, type of Rolling Stock, Speed Restrictions if any, etc.

(b) During 2001-2002 a non-lapsable Special Railway Safety Fund (SRSF) amounting to Rs. 17000 crore has been set up for clearing the backlog of over-due renewal of assets, which existed as of 01-04-2001, including track renewal. A total of 16538 km track renewal has been sanctioned out of SRSF. It has been planned to clear this backlog by 31-03-2007, subject to availability of funds.

The progress so far is as under :-

Year	Expenditure (Rs in Crore)	Progress in Km. (CTR Units)
01-02 (actual)	1360	2490
02-03 (target)	1661	2645

(c) Indian Railways have already deployed 383 Ultrasonic Testing Machines for manual testing of rails.

Use of Self Propelled Ultrasonic Rail Testing (SPURT) cars is also contemplated.